



A tank wagon used at Torbane and Hartley Vale.

Clyde Eng. Archives.

Station. It is possible that at one stage this latter standard gauge siding was located between two low-level two-foot gauge shale transshipment sidings but, unfortunately, details are lacking.

In the absence of run-round loops at Torbane Junction and also at the Retort Sidings the shunting movements on the private line must have been very involved. No doubt the advantages of gravity shunting were exploited to the fullest extent, helped out by the use of tow-ropes and the dangerous push-pole method. From a study of the siding arrangement it would appear that the company's locomotive propelled the wagons from the junction to the oil works and hauled them on the return journey.

The junction at Torbane Siding was laid on

March 1st, 1898, and the private railway opened to the retort site at Torbane Township in June 1898, the construction work being carried out under the supervision of Mr. C. Williams. The track was ballasted with ash and well bedded, whilst local timber of robust dimensions was utilised for the building of the trestle bridges and timbered openings, all of the structures being completely decked to support the rails, and give a measure of safety for use by pedestrians.

THE OIL COMPANY'S 0-6-0 SIDE-TANK LOCOMOTIVE. NO. 69X.

The New South Wales Shale and Oil Company acquired, in very much second-hand condition, a

Opposite:

Ex-N.S.W.G.R. N-class No. 69 at the Torbane retorts, 1906.

N.S.W. Govt. Printer.